

Gilmartin, Mareen C CTR NAVFAC NW (NEW), EV3

From: Ginn, Dina R CIV NAVFAC NW, EV4
Sent: Friday, July 09, 2010 2:08 PM
To: Gilmartin, Mareen C CTR NAVFAC NW (NEW), EV3
Subject: FW: Conversation with DOT on Gorst Creek Landfill
Signed By: dina.ginn@navy.mil

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-----Original Message-----

From: Thomas Goodlin [mailto:Tgoodlin@fwenc.com]

Sent: Tuesday, October 12, 1999 10:40

To: Tucker, Larry J

Cc: boreen; bolt

Subject: Conversation with DOT on Gorst Creek Landfill

Larry-

I just spoke with Norm Payton at DOT to discuss the Gorst Creek Landfill culvert and slope stability. I mentioned the Navy's concerns about the landfill toe stability, particularly following the recent geotechnical survey. We also learned from the owner that the inlet to the landfill culvert backed up and overtopped the landfill in the winter of '96/'97, resulting in significant slumping and erosion. Steve Kalinowski of the Dept. of Fisheries & Wildlife also reported cleaning out debris blocking the culvert entrance shortly after that flooding event, which he attributed as a significant contributor to the overtopping. The Navy does not believe they are in a position to maintain the culvert entrance on private property. I then asked Norm whether DOT would be able to provide maintenance to the landfill culvert as part of their regular highway maintenance. Norm replied that it is DOT's policy to not conduct maintenance on private property and, therefore, they are unable to help maintain the entrance to the landfill culvert.

I asked Norm whether he had other comments following our site visit last week. He again asked my opinion on the stability of the landfill toe. I offered my preliminary opinion based on the brief visit and review of documents: The oversteepened toe is unstable and will continue to erode, slough, and slide. It would appear that the gabion wall installed by DOT is a good initial measure that will protect the highway culvert in the short term under normal conditions from continued toe erosion (i.e., it has sufficient holding capacity). However, under more unusual circumstances it is quite conceivable that mass wasting could overtop the wall and threaten the culvert. Examples of unusual circumstances that I offered are 1) an earthquake during the rainy season and 2) flooding sufficient to back up at the culvert entrance and overtop the landfill. Maintenance of the culvert could help diminish the risk of the latter.

I made it clear to Norm that the current measures are not fully protective and leave the DOT culvert at some measure of risk. I said I would pass on to you the DOT position to not maintain the landfill culvert entrance.

I suggest that a sensible course for EFA NW is to send a letter to the Uhincks

recommending that they maintain the culvert entrance on their property in order to reduce their liability.

Cheers